### Regional Greenhouse Gas Emission Reduction Targets for Automobiles and Light Trucks Pursuant to Senate Bill 375

California Air Resources Board September 23, 2010

### **Today's Proposed Action**

- Consider greenhouse gas emission reduction targets for passenger vehicles for 18 regions in California
- Promote better transportation and land use planning

# SB 375 Promotes a More Integrated Regional Planning Process

- More planning on a regional scale
- A common vision for the future
- Aligns programs for action

# Public Health Benefits of Better Planning

- Reduced air pollution
- Improved community design
  - More walkable neighborhoods
  - More green space
  - Less traffic
- Enhanced quality of life

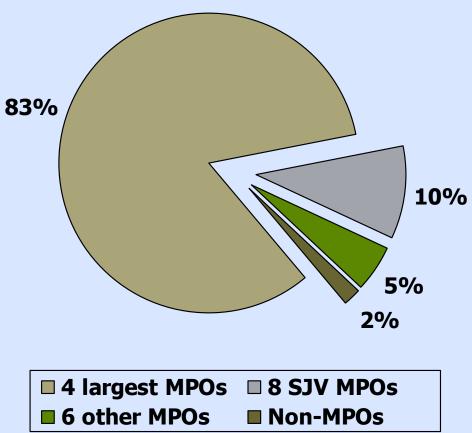
### California's Sustainable Communities and Climate Protection Act of 2008 (SB 375)

- Regions design Sustainable Communities
   Strategies as part of the planning process
- To help guide regional efforts, ARB sets targets
- Targets are not regulatory
- Targets will be revised over time

### **Metropolitan Planning Organizations**



Percent of Statewide Population and Passenger Vehicle GHG Emissions



### Builds on Current Sustainable Planning Efforts

- Most MPO regions participate in blueprint growth scenario planning
- Many cities are updating General Plans and developing Climate Action Plans for sustainability
- Travel trends already show improvement
- Local efforts will become the building blocks of SCS development

### **Regional Transportation Plans**

- 1-2 year planning process
- State and federal laws establish the process and content
- Plans include
  - Policy Element
  - Sustainable Communities Strategy
  - Action Element
  - Financial Element
- Must be updated every 4 to 5 years

## SCS Development and APS if Needed

- Regions develop plans to meet targets
  - Sustainable Communities Strategy (SCS) added to Regional Transportation Plan
  - Alternative Planning Strategy (APS) required if SCS doesn't meet target
- APS must identify impediments to achieving the target within the SCS
- SB 375 creates incentives to implement either the SCS/APS

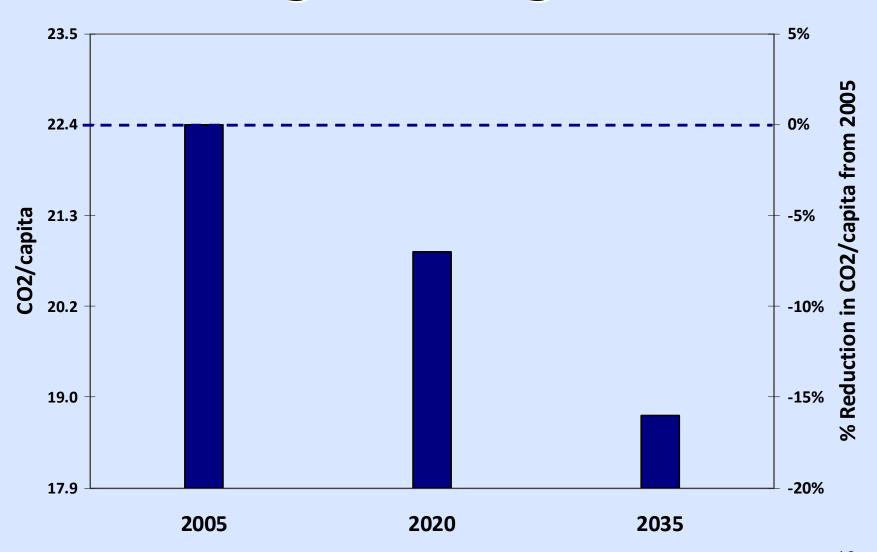
#### **Air Resources Board Role**

- Set regional greenhouse gas emissions reduction targets for passenger vehicles
- Review regional methods for quantifying greenhouse gases
- Review regional plans developed to meet targets
- Update targets

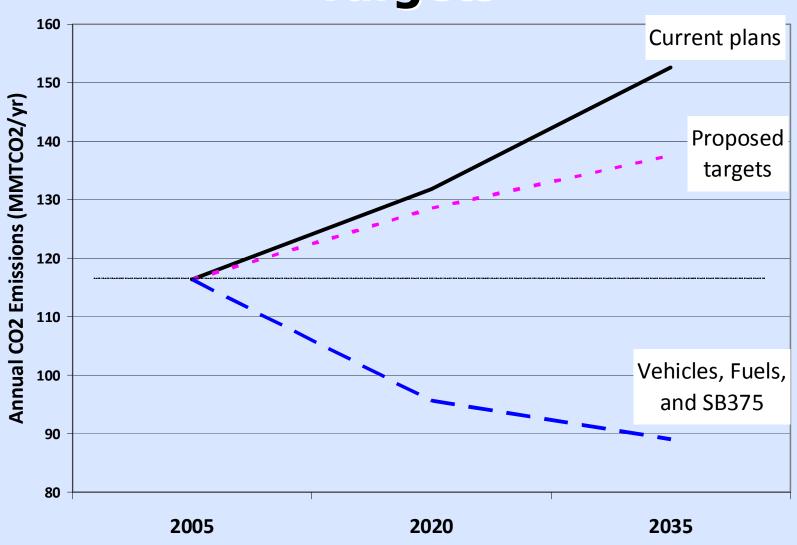
### **Development of Proposed Targets**

- Regional Targets Advisory Committee
  - % reduction in GHG/capita from 2005 levels
  - Collaborative approach with MPOs
  - Funding and other resources and incentives
- MPO role
  - Provide target recommendations
  - Exchange data with ARB
- Public engagement

### **How Regional Targets Work**



# **Emission Impacts of Proposed Targets**



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# MPO Scenario Analyses and Recommendations

### **MPO Target Setting Scenarios**

- Informative, but not the SCS
- Best available reference for target setting
- Examples of strategies evaluated:
  - Increased compact development
  - Expansion of transit network
  - Jobs-housing balance
  - Pricing
- Include some common assumptions

### **Overview of ARB Staff Proposal**

- Four Large MPOs
  - Reflect analyses completed by MPO technical staff and recommendations of their Boards
- San Joaquin Valley MPOs (incl. Kern Co.)
  - Establish placeholder targets now and recalibrate in 2012 if needed
- Remaining Six MPOs
  - Reflect current plan projections and recommendations of their Boards

### San Diego Region - SANDAG

- Scenarios include increased compact growth, new demand and system efficiency measures, enhanced alternative mode options
- SANDAG Board approved on July 23
  - 7 percent reduction for 2020
  - 13 percent reduction for 2035

### **Sacramento Region - SACOG**

- Scenarios include increased compact growth, enhancements to transit, system and demand management compared to current plan
- SACOG Board approved on August 19
  - 7 percent reduction for 2020
  - 16 percent reduction for 2035

### **Bay Area Region - MTC**

- Scenarios include more focused growth and greater reliance on road pricing compared to current plan
- MTC Board approved on July 28
  - 7 percent reduction for 2020
  - 15 percent reduction for 2035

### San Joaquin Valley MPOs (incl. Kern Co.)

- Expected improvements in available data and modeling capability; pending policy decisions
- SJVAPCD Board recommended on Sept. 16
  - 2 percent reduction for 2020
  - 5 percent reduction for 2035
- Directors of all eight MPOs support Air District recommendation

### Southern California Region - SCAG

- Scenarios include focused growth near transit investments, and new transportation system efficiencies
- SCAG Board approved on Sept. 2
  - 6 percent reduction for 2020
  - 8 percent reduction for 2035
- SCAG Board open to more aggressive targets if ARB accepts recommendations

### **Implementation Issues**

### **Funding Issues**

- Transportation
- Local planning and redevelopment
- Sustainable planning demonstration projects, recognition and awards programs

### **Tool Improvement**

- Tools that help regional and local agencies assess impacts of land use and transportation policy decisions community livability of their communities must be improved
  - Update travel models and forecasting tools
  - Improve data
  - Find appropriate performance indicators

### **Implementation Timeline**

ARB sets targets

MPO model and data updates

MPO SCSs under SB 375

ARB informational update

ARB target revisions

Today

on-going

2011-2014

2012